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10.30 " " 11.00 " " 10 " "

11.30 " " 12.00 " " 10 " "

12.00 noon to 1.00 p.m. " " " "

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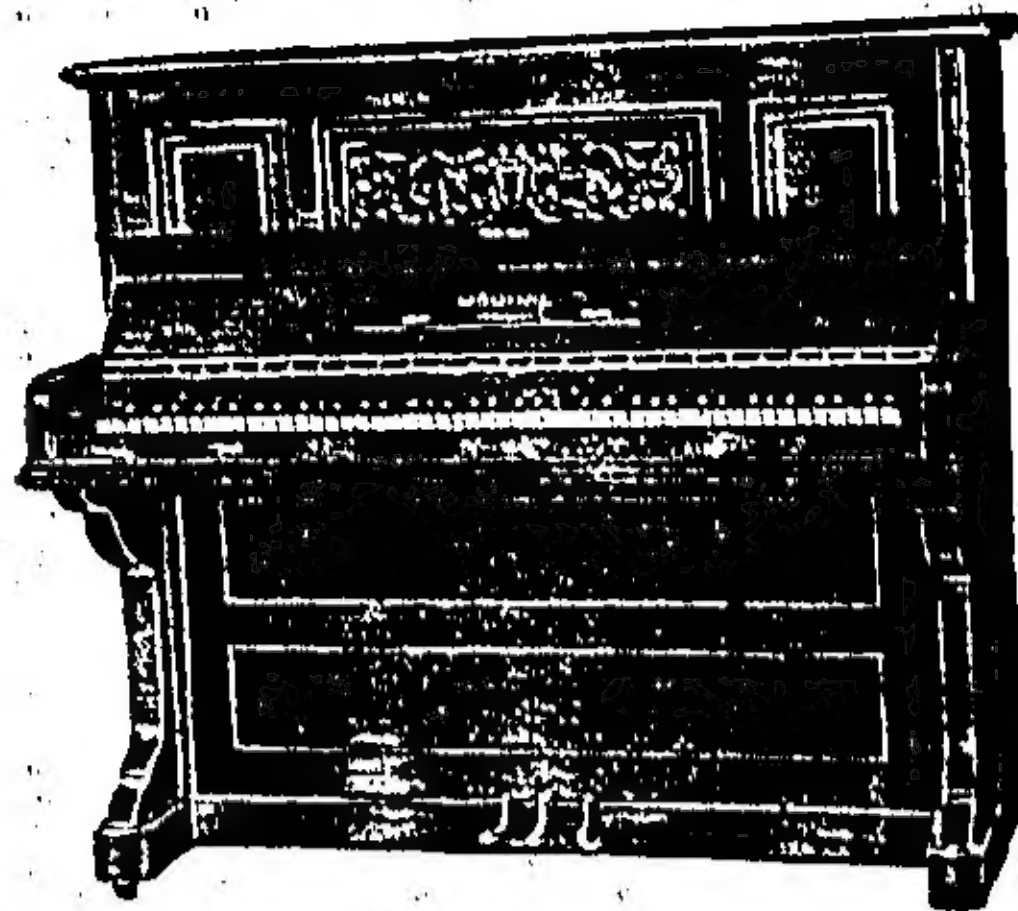
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PRESENTATION DAY AT LONDON UNIVERSITY.
MR. FISHER ON THE CHOICE OF A CALLING.

Presentation Day of London University in this first year will long be remembered in its history. Owing to the war, the annual observance has for a period been abandoned. Consequently those who attended to take their degrees and diplomas were the successful students of the three past years, grouped together in a single mass. In the printed list the names ran into thousands, and those attending personally, on May 25th, to file before the Vice-Chancellor (Sir Cooper Perry) and receive his congratulations numbered many hundreds.

The Vice-Chancellor, in his report for the past year, stated that in the great war there had fallen 1,945 members and officials of the university, and to these had to be added about 200 others who, though not members of their body, were officers or cadets of their contingent of the Officers Training Corps. Of them he would say, in the noble words of a colleague of a sister university: "They have set life against other things, and found that other things were more worth while; they have weighed death in the balance, and found death more tolerable than the things they could not tolerate. Hail, brothers, and farewell!"

MR. FISHER'S SPEECH.
The presentation having been made, Mr. H. A. L. Fisher, President of the Board of Education, said they met to celebrate the resurgence of university life in London after the Great War's interruption. From that blow the whole world was still reeling, and the Continent of Europe, for the most part, was plunged into a state of economic destitution unrivalled since the end of the Thirty Years' War. It was most satisfactory in the circumstances, that London University and other universities had never been so full of students as they were to-day. For the first time in our history a large proportion of the male students had experienced the hardest discipline, the sternest schooling, that life could offer. The light-hearted aristocracy of the playground was confronted by another aristocracy which had earned merit from the war, and had come back to prepare itself for the duties of civilian life, and was set upon serious business. That was a new factor which might have more than a transitory importance in the academic history of this country.

After the Napoleonic wars, many of the young men who had taken part in thorough and brilliant adventures left upon their return home that they were exchanging an epic poem for a humdrum tract in prose. It might be because, after all, the more poignant memories of war would have been softened by time—that our young men now returning from the battle zone would bring similar professions. We spoke about the hard realities of war, yet sometimes he wondered if to the fighter himself they had the true reality when he was actually engaged in battle. Was it the sound and scene around him, or the abiding memories of the sounds and sights of home that occupied his mind?

OLD PEOPLE'S ADVICE.
It was the function of the university to uphold the great tradition of humane letters to which English men and women were born. We had a great literature, one of the richest in the world, and it was a duty to realise the glory of that inheritance. An advantage of university life was that it afforded the first opportunity which most young people received of coming into contact with real learning and with the processes of discovering new truth. They were brought into the workshop of knowledge itself, and experienced something of the exhilaration of discovery. In schools, where for the most part the scholar was fed upon books, this instinct for discovery was often planted. It was the function of the university to quicken and bring it into life again. The appetite for truth was widely aroused. Far fewer people than was generally imagined were spending their lives in the pursuit of truth, and far fewer than they were strong enough to resist all the sweet vanities of autocracy and all the attractions of appreciation. In university, life was acquired the habit of exact and careful thinking—a corrective to the slipshod ways of thought which were encouraged in every democratic civilisation.

"May I say a word" (Mr. Fisher continued) "to those who have received a degree and are considering what career to adopt? You will be tempted to take advice from old people. They suffer under disability when giving advice to the young. They are apt to err on the prudential side, to advise against anything risky. I am going to give a piece of advice to graduates of the university as a whole which I might hesitate to give to any candidate for advice who came to me singly. My advice is this, adopt the calling which in your own view is likely to contribute most effectively to the formation of your own character. Risk everything for that. Do not be tempted by the snug little post, the safe little income; do not lay too much stress on the prudential advice given by your elders. Remember that your greatest capital in life is your mind and your character. Keep your mind alive, keep moving upon broad lines. The career which is most likely to develop upon wide and generous lines is the career which appeals not only to the head, but to the heart—a career with an ideal in it."

"The British Empire has great responsibilities. We have difficulty in finding the men and women to fill many responsible posts which are now open. The war, and the peace which succeeds the war, have not diminished—on the contrary, they have increased—the responsibilities of our Empire. It is one of the functions of a great university like this to turn out every year the cream of youth, earnest, trained, and filled with civic ideal, who will be able to carry a large and elevated view of life into the ordinary business with which they are concerned." (Cheers.)

RECOVERY AFTER WAR.
Sir Edward Bask, Chairman of Convocation, said that the university was recovering from the effects of the war with a rapidity that astonished them. There were upwards of 3,000 candidates for the matriculation examination next month. Such a record they had never known before, and it was evidence of the increased popularity of London University. (Cheers.)

THE SILENT RAID.
WHY THE ZEPPELINS WERE NOT ATTACKED OVER LONDON.

[BY OBSERVER.]

On the night of October 19th, 1917, eleven German airships made an attack on England which has become known as "The Silent Raid." No guns were fired nor searchlights uncovered anywhere in the London district. The enemy passed over in silence, and the anti-aircraft defences had to all appearance entirely failed in their duty. Yet in truth the defences took action which was well qualified under the conditions to make the raid ineffectual.

When the enemy fleet of airships left Northern Germany, the German authorities, robbed by the Navy of adequate means of deciding weather conditions, were convinced that the fine weather prevailing over their own territory extended over the British Isles. It was intended that, in the calm darkness of the night, and in gentle winds, the enemy airships should pass over England from north to south at a great height (at least 20,000 feet), dropping bombs with cultured accuracy on the most densely populated areas. All went well until they had crossed the coast of Britain, which they did at various points from Withernsea to Clacton between 7.15 p.m. and 8.40 p.m. Here, by a diabolic discourtagey of the weather fiends, they found, or rather they entered, as they scarcely realised the truth, entirely different meteorological conditions. Instead of peaceful winds, a gale of from sixty to seventy miles an hour caught them. One ship, the L 41, did manage, it is true, to pass near Derby and between Wolverhampton and Birmingham, dropping bombs with humorous exactitude in entirely deserted areas. The remainder, thrown completely out of their calculations, were taken largely where the wind desired.

ABNORMAL CONDITIONS.
The conditions in England were curious. Entire calm reigned in the lower levels and on the ground. Heavy clouds covered the sky at a height of about six hundred feet, while at 20,000 feet a gale was blowing. The acoustic conditions were strangely misleading. Sounds from a great distance often seemed as though they were local, while noises within a mile or two of the listener had all the characteristics of distance in origin.

The height at which the attacking airships flew served to conceal them from sight, especially in view of the prevailing clouds. It also prevented observers on the ground from hearing their engines with any clarity. These were the advantages. On the other hand, the rarity of the atmosphere and the intense cold of the upper strata of the air numbed the faculties of the crews, and made it impossible for proper attention to be given to navigation, and added to the difficulties of keeping the engines running with efficiency. Hence in several cases the engines stopped and immediately froze solid, thus converting the airship from a dirigible machine to a free balloon drifting with the wind.

In addition, the enemy experienced trouble in finding their positions over this country, and it is doubtful if the commander of the ship which dropped a bomb near Swan and Edgar's had the vaguest idea that he was over London.

The low clouds and the gale at high altitudes made it impossible to use aeroplanes adequately in the defence of London, and those in command of the defences then apparently made—with wisdom—the decision to refrain from action with guns and searchlights, in view of the fact that the enemy ships had lost their way, and that defensive measures would at once reveal the lie of the land to them. In the result, the decision was entirely justified, though Londoners were at a loss to know why their beloved guns had remained silent throughout the night.

HOW ZEPPELINS WERE.
Of the eleven ships which left Germany seven returned to Germany at points far removed from their proper stations, and four were destroyed or surrendered. One of these was hit by shell-fire and destroyed while attempting to cross the Allied lines near Nancy, one surrendered near the Swiss frontier, another surrendered some fifty miles north of Toulon, and the fourth drifted into the Mediterranean, where it sank, appropriately, "without trace."

Some ill-informed criticism was directed against the British anti-aircraft defences because, though they failed to destroy any enemy ships on this occasion, four came to grief in France. From this it was argued that French methods in these matters were superior to those of the British. Yet, in truth, the wind was the real victor, since it so far deflected these aircraft from their course that they had perforce to surrender or be shot down from very low altitudes. Their fuel was almost exhausted, and their lift was reduced to a very great degree. It must not be forgotten that three of these ships were flying devious courses over France for over ten hours in broad daylight, and lame ducks though they were, our allies did not succeed in destroying them. It may safely be said that no enemy airship could fly over English territory in daylight even for one hour without being destroyed.—Daily Express.

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ROBERT DOLLAR ON U.S. SHIPPING.
ITS HANDICAPS.

Mr. Robert Dollar, who recently made an analysis of the shipping situation, gives a diagram showing the percentage of American goods carried in American ships since the Republic was founded, from which we learn that in 1790 twenty-three and eight-tenths per cent. of our trade was carried in American ships, and that during the period of the preferential duties, the percentage rose in 1790 to 90 per cent., and maintained about that figure until 1830, when it was 89 per cent. The preferential duties ceased in 1830 and by 1840 the percentage fell to 72.5 per cent.; by 1860 to 66.2; and then, due largely to the Civil War, fell to 38.8 by 1870; to 17.4 by 1880; and in the first half of 1914 up to the Great War, it was only 0.97 per cent.

As to conditions on the Pacific Ocean, we are told that in 1913 "before the war" Japanese vessels in the American trade in the Pacific were 26.08 per cent., and American vessels were 30.10 per cent., and after May 1st, 1917, Japanese vessels were 50.90 per cent. and American vessels, as the direct result of the action of the Seamen's Bill, dropped to 1.07 per cent. Although it is well understood that the war has lifted the scale of seamen's wages among the foreign nations, it is pertinent to take notice of Mr. Dollar's figures for three of his own steamers which were operating in 1914. Their indicated horsepower was exactly the same and their tonnage nearly the same. One of these was an American steamer employing 41 men at \$3,720 per month; another was a British steamer employing 36 men at the cost for wages of \$1,308 per month; and the third was a Japanese steamer employing 38 men at a cost for wages of \$777 per month.

Another question of importance referred to by Mr. Dollar is that of the measurement of ships, regarding which he claims that there should be a change in laws. He takes the standard steamer of 5,900 tons, deadweight, of the kind which is being built in such numbers for the Shipping Board, and compares them with his own steamer, the *Robert Dollar*, of which those ships are duplicates. The *Robert Dollar*, according to British measurement is of 5,420 net tons, but American ships of this size, he tells us, run on average of 5,420 net tons—a difference of 480 tons. Now since all port charges, on cargo, drydocking, etc., are charged on the net tonnage, the American ship in foreign trade pays 23 per cent. more than the ships of any other nation.

Then, there is the matter of yearly inspections. Under American regulations, when these are made the ship must be free of cargo and the boilers filled with cold water; therefore, during inspection, all handling of cargo must be suspended. With British ships there is no interference with work, since the inspection is done piece-meal and in such a way that the loading and unloading can go on. If the inspection cannot be completed, the vessel is allowed to proceed to the next port, where it is finished. Boiler inspection, moreover, requires a cold water hydrostatic pressure one and a half times the working steam pressure, which must be applied once a year; this, Mr. Dollar tells us, wrecks the boilers and pipes and shortens the life of the boiler. No other nation calls for this, and yet there are no more explosions on foreign ships than on our own.

Furthermore, our engine-room crews are larger and thus experienced shipowner says: "It is true, as Secretary Taft says, that Americans do more and better work than any others, why, on a 10,000-ton deadweight American steamer, does it take 30 per cent. more men in the engine-room than on a similar-sized steamer of any other nation?"

Then there is that clause of the Seamen's Bill which states that 70 per cent. of the crew in each department shall understand any order the officers may give. It is intended to prevent carrying Chinese on the ships to meet the competition of the Japanese; but we are reminded that the Japanese are free to carry Japanese crews and Japanese officers, with the result that to-day Japan has full control of the commerce of the Pacific Ocean.

As regards the clause in the Seamen's Bill providing that the seaman can demand half of the wages he has earned at every port he goes to, Mr. Dollar tells us that it has done great harm to American ships, for the reason that it is a temptation to the men to drink heavily while in these foreign ports. If all the world were going to be dry after July 1st, this regulation might stand; but under existing conditions, it is a most serious handicap to the efficiency of our vessels.

Finally, Mr. Dollar puts in a strong plea for private as against government ownership, and we are glad to note that Mr. Hurley is in thorough agreement with him on this point. Fortunately, the present Government seems to be undergoing a change of heart on the subject of Government ownership, driven thereto by the cold logic of facts.—Scientific American.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. J. W. FRANKS, D.S.F. (RESERVE).

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Members holding permits from the Hon. Captain Superintendent of Police to carry or own arms privately are required to furnish to the Secretary, H.K.P.R., on or before July 1st, a description of the arm or arms and the amount of ammunition for which the permit has been issued, together with the number of such permit.

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FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-MORROW (TUESDAY), JULY 1st.

By Order,
A. R. LOWE,
Secretary.
Hongkong, June 28th, 1919. [924]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-MORROW (TUESDAY), JULY 1st.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries.
Hongkong, June 28th, 1919. [925]

NOTICE.

THE OFFICES AND STATIONS OF THE CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED for business on THURSDAY, JULY 3rd, and on SATURDAY, JULY 12th.

T. D. MOOREHEAD,
Commissioner of Chinese Customs,
Kowloon and District.
York Buildings,
Hongkong, June 28th, 1919. [926]

NOTICE.

UNDER Ordinance No. 5 of 1912, TUESDAY, JULY 1st, has been proclaimed a GENERAL HOLIDAY and the EXCHANGE BANKS will be CLOSED for business on that day.

Hongkong, June 28th, 1919. [917]

THE "SHELL" TRANSPORT & TRADING CO., LTD.

ACCORDING to telegraphic advice received from London the "SHELL" TRANSPORT & TRADING CO., LTD. has declared a SPECIAL INTERIM DIVIDEND on the ordinary Shares of the Company at the rate of 1/- per Share, free of Income Tax, payable July 5th to shareholders on the Register at June 15th, and to holders of bearer warrants against Coupon No. 32.

FOR THE ASIATIC PETROLEUM CO.,
(SOUTH CHINA) LTD.,
IN L. WATSON,
Hongkong, June 28th, 1919. [919]

G. R. NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should, in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50. 40

FOR SALE AT SWATOW.

THE VALUABLE SITE on Main Street, Kowloon, 340 feet in length, 120 feet water frontage, beautiful 8 Room House, with 4 Bathrooms with Waterworks, Water, Electric Fittings, Vegetable Garden, fine Garden with Large Shade Trees, Beautiful View of the Bay and surrounding Hills.

For particulars apply to
Box No. 858,
Care of "Daily Press Office" [959]

A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2321.

HAVING been Favoured with instructions from the Mortgagee will sell by Public Auction, on SATURDAY, July 6th, at Noon, at 24, Des Voeux Road Central, at THE FAIR EAST MOTOR CAR COMPANY.

(9) Nine Motor Cars of different makes and accessories.
Terms: 20% deposit to be paid immediately on the fall of the hammer.
Hongkong, June 28th, 1919.

PALACE HOTEL, KOWLOON, Corner of Halfpenny and Hankow Roads.

TWO Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English Management.

Casino under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.

Special Arrangements for Families on Application to: J. H. O'BERRY, Proprietor.

[960]

INTIMATIONS

G. R. NOTICE.

NOTICE IS HEREBY GIVEN that all Private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be LICENSED on JULY 2nd, 1919.

Capt. SUPERINTENDENT OF POLICE,
Hongkong, June 24th, 1919. [908]

VICTORIA DISPENSARY. NOTICE.

THE BUSINESS, hitherto conducted by the above Dispensary at 33, Queen's Road Central, has been transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who have taken over the stocks, proprietary medicines and prescription books.

Customers requiring prescriptions repeated will be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,
Manager.
Hongkong, June 18th, 1919. [933]

A. S. WATSON & COMPANY, LTD.

NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:

GENERAL STORE, 8.30 A.M. to 6 P.M.
WINE DEPARTMENT, Saturdays 8.30 A.M. to 1 P.M.
DISPENSING DEPARTMENT, 8.30 A.M. to 6 P.M. (including Saturdays).
Sundays 10 A.M. to 1 P.M.
8 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours as above.

A. S. WATSON & CO., LTD.
Hongkong, June 4th, 1919. [849]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"NELEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 28th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after July 2nd, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before July 15th, or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 5th, 1919. [930]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"OANFA"

FROM NEW YORK VIA PANAMA.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 28th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after July 2nd, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before July 15th, or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 26th, 1919. [921]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FOOSHING"

having arrived from above ports, Consignees of Cargo by her are hereby informed that the Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by June 30th, at Noon will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined by the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Ltd., General Managers.

Hongkong, June 26th, 1919. [914]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

S.S. "DUNERA"

Arrived Hongkong on June 23rd, 1919.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, as a B. I. S. N. and P. & O. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co. ("APCAR") Ltd.
Hongkong, June 24th, 1919. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

S.S. "PROSPER"

Arrived Hongkong on June 23rd, 1919.

FROM BOMBAY VIA BASRAH.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co. ("APCAR") Ltd.
Hongkong, June 24th, 1919. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HWAHSIN"

Arrived Hongkong on June 24th, 1919.

FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co.
Hongkong, June 24th, 1919. [1]

NOTICE TO CONSIGNEES.

THE B. I. S. N. Co.'s (Apar Line)

"JAPAN"

Arrived Hongkong on June 25th, 1919.

FROM CALCUTTA, RANGOON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, June 25th, 1919. [1]

INTIMATION



MOSCATINE

REGISTERED

THE ORIGINAL INSECT REPELLER

A few drops sprinkled on the hands, feet, nape of neck or about the room give absolute protection

against

MOSQUITOS,

SANDBLIES

and other insects.

Will not stain or injure the

most delicate skin

50 Cts. \$1.00. \$2.50 per bottle.

PREPARED ONLY BY

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY,

TEL. 18.

HONGKONG OFFICE: 104, DES VOUEX ROAD, C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 30TH, 1919.

PEACE SIGNED.

The gratifying news was received, yesterday morning, that the Peace Treaty had been signed by the representatives of the belligerent Powers at four o'clock on Saturday afternoon. By a strange coincidence, this was the fifth anniversary of the murder of the Archduke FRANCIS FERDINAND of Austria, at Sarajevo, whose life, it has been suggested, was sacrificed in order to furnish the Central European Powers with a pretext to launch their long-cherished, and now utterly shattered scheme of world-domination. The new German Government had announced earlier in the week its willingness to submit to the conditions imposed by the Allies, but the defiant attitude of its immediate predecessor and the suspicion, with which painful experience has taught us to regard everything emanating from Germany caused that announcement to be received with reserve. Our foes, it is true, had been deprived under the terms of the Armistice of any hope of offering successful, or even very formidable, resistance to an invading Army, but as prudence had never restrained them in the past there was the possibility that it might not do so even now. There was always the danger that, from different motives the various political parties in the National Assembly would oppose the settlement. Thus, the Junkers, to whose inordinate ambition the country owes its present plight, were expected to advocate any desperate course rather than accept calmly their own downfall. The leaders of commerce and industry, it was believed, would welcome an armed occupation for the assurance of order that it would give. The extreme socialists were suspected of a desire to make common cause with the Russian Bolshevism. The mass of the people, it was feared, might be led to support the extremists under the false

impression that they were confronted with permanent humiliation and slavery. The unrest in Europe, which has recently spread to Italy, was, of course, a source of encouragement to those who knew they had nothing to lose, and hoped they might have something to gain, by a last gamble. It is practically certain that if the Allies had not shown such inflexible determination the negotiations would have been dragged out indefinitely, and in that case the dangers of the situation would have been greatly increased. There may be some amongst the Allies—and even amongst our fellow-countrymen—who incline to the opinion that it would not have been a bad thing if our troops had marched to Berlin, but when we think of all that this would involve and of the blood and treasure which have already been poured out in such profusion, we may be profoundly thankful that such a step has not been necessary. As the Allies reminded Germany in their reply to her counter-proposals, seven millions have died since hostilities commenced, and over twenty millions have been wounded, while war debts have been incurred exceeding thirty thousand million pounds sterling. We do not want to add to this terrible record of human suffering, the responsibility for which Germany has accepted on behalf of herself and her Allies, though, unfortunately, her power to make reparation bears no sort of relation to her power of destruction. The object with which we took up arms has been fully accomplished, for German militarism has been utterly destroyed, and the danger of any repetition of the monstrous wrong which it perpetrated has been stamped out for ever. In the words of His Majesty The King, the signing of Peace "manifests the victory of the ideals of Freedom and Liberty for which we have made untold sacrifices." The world enters upon a new and brighter era, old injustices having been redressed which might have been fruitful sources of future conflicts and a League of Nations formed as a guardian of peace. While the King shares his people's joy and thanksgiving, his subjects will join in His Majesty's earnest prayer that the coming years of peace may bring "ever-increasing happiness and prosperity."

The strike at Foochow has ended.

The name of Staff-Sergeant H. G. Loder, R.A.M.C., has been added to the local Register of Chemists and Druggists.

The official announcement of the appointment of Mr. P. P. J. Wodehouse, D.S.P., to be a C. I. E. appears in the Government Gazette.

The total output of the Kailan Mining Administration's mines for the week ending June 14th amounted to 73,626 tons and the sales to 69,632 tons.

Dr. W. V. M. Koch has been appointed a member of the Sanitary Board during the absence, on leave, of Mr. F. B. L. Bowley, with effect from June 13th.

One case (one death) of enteric fever; one case (one death) of bubonic plague; one case (one death) of diphtheria and one case (one death) of small-pox, were reported in the Colony on Friday.

The Government proposes to erect a public convenience to the north of the Barker Road Station below the level of the road. If any owner or occupier in the immediate vicinity objects he must notify the Colonial Secretary not later than Friday, July 15th.

Count de Toulouse Lautrec de Savine, said at one time to have been almost King of Bulgaria, was charged at the Mixed Court, Shanghai, on June 21st, with unlawfully wearing the uniform of a Russian General. The case was remanded for trial before the Russian Assessor.

H.E. the Officer Administering the Government has made an order vesting in the Custodian all property, movable or immovable, of the following Missions or Missionary Societies, namely:—The Berlin Ladies' Mission for China, the Basel Evangelical Missionary Society, the Rhenish Mission, and the Hildesheim Mission.

A tabulated statement appearing in the Government Gazette gives details of the contents of the Hongkong reservoirs, arranged according to the rain year 1918-1919. This shows a total of 2,306.54 million gallons. The rainfall was 104.38 inches. The consumption per head per day for the whole year was 22.7 gallons (including trade supply).

British Burmahs have declared a dividend of 4d. per share. Present price is 51s. 3d. on rumours of a combine with the Burmah Oil Co.

We notice in the Japanese papers (says the Japan Chronicle) a statement that the German submarines (which, it has been said, will be sunk in any case, whatever is done with the other warships) coming to Japan will be used in the autumn manoeuvres, after which they will be solemnly consigned to the deep with portholes and hatchways open. The interesting detail is added that they are to be thoroughly studied and their secrets mastered before this is done.

The enlargement of Yokohama harbour has been decided upon. According to the new scheme, the harbour will be divided into two sections, the outside and inner harbour. The former will comprise an area of 400,000 *taishu*, and will be protected by a breakwater extending from Honmoku to the mouth of the River Tsurumi. The present harbour will be improved, and will become the inner harbour. The total expenditure upon the work is estimated at Y.1,750,000.

The death occurred recently, at Honolulu, of Harry Atwater Jerome, the donor of trans-Pacific steamship pursers. At the time of his death he was on his way home from the Far East, after a trip of investigation of the Pacific "Mail" branches. He was 76 years old, and had crossed the Pacific more times than any person known. He was regarded as the best-dressed steamship official in San Francisco, and on each of his trips took with him trunks containing several dress suits and enough shirts to provide a change every day for a period of 150 days. Also, he was considered the epicure of the Pacific Union Club of San Francisco.

The national opposition to China's signature being affixed to the Peace Treaty, because the document does not include or safeguard the return of Tsingtau, which opposition has been bitter and tense, is again becoming articulate.

Today the students interviewed the Premier and demanded an assurance that China would not sign.

Dissatisfied with the Premier's explanations, the students insisted on an audience with the President, whose statements appeared to be more convincing.

OVERDOING THE "KOWTOW."

An extraordinary incident happened here. One student in performing the old ceremonial of the *kowtow* beat the floor so violently with his head that he had to be sent to the hospital.

[BY COURTESY OF THE "HONGKONG CHINESE COMMERCIAL NEWS."]

CHINA AND THE PEACE TREATY.

SHANGHAI, June 28th.

Several hundred persons, representing commercial and educational bodies in Peking, Peking and Shanghai, proceeded yesterday to the Presidential Palace to ask Chu Sai-cheong about signing the Peace Treaty. Chu Sai-cheong asked Kung Sum-jam and Foo Tsang-siang to see them, but the representatives

THE PEACE TREATY SIGNED. GERMAN CREWS SINK INTERNED WARSHIPS AT SCAPA FLOW.

DR. BAUER HEADS THE NEW GERMAN CABINET.

RUSSIAN SUCCESSES AGAINST THE BOLSHEVISTS.

The news that the Peace Treaty had been signed came in a brief message from Reuter's correspondent at Paris. The message was timed 4 p.m., June 28th, and was marked "urgent." It reached Hongkong in the early hours of yesterday morning, and, taking the difference of time between here and Paris into calculation, occupied less than two hours in transmission. The message stated simply:—

The Peace Treaty has been signed. Notification was given to the public by means of a "Daily Press" Extra which was freely circulated between 10 and 11 a.m.

OFFICIAL ANNOUNCEMENT.

H.E. the Officer Administering the Government received the following telegram from the Secretary of State, for the Colonies, dated June 28th, 1919:—

"Peace treaty with Germany was signed by representatives of Allied and Associated Powers and by representatives of Germany to-day at four o'clock. Concluding article of the Treaty provides that the first *Peace Treaty* of deposit of ratification will be drawn up as soon as the Treaty has been ratified by Germany, on the one hand, and by three of the principal Allied and Associated Powers, on the other; that from the date of this first *Peace Treaty* the Treaty will come into force between the High Contracting Parties who have ratified it; that for determination of all periods of time provided for in the Treaty, this date will be date of coming into force of the Treaty, and that in all other respects the Treaty will enter into force for each Power on the date of the deposit of its ratification. Date of the ratification, i.e., of coming into force of the Peace Treaty, cannot be stated yet."

THE KING'S MESSAGE TO THE EMPIRE.

The following gracious message from His Majesty the King was also received:—

"The signing of the Treaty of Peace will be received with deep thankfulness throughout the British Empire. This formal act brings to its concluding stages the terrible war which has devastated Europe and distracted the world. It manifests the victory of the ideals of freedom and liberty for which we have made untold sacrifices. I share my people's joy and thanksgiving, and earnestly pray that the coming years of peace may bring to them ever-increasing happiness and prosperity."

REFERENCES AT THE CHURCHES.

The Rev. V. H. Copley Moyle read out the welcome announcement and the King's message at the morning service at St. John's Cathedral, and special reference to the subject was made in the prayers. A similar procedure was adopted at the Union Church.

During the service at the Roman Catholic Cathedral, Bishop Pozzoni said:—

"My dear children—The message, which we have all so earnestly prayed for, has at last arrived. Let us thank God for it. The message is that the Treaty of Peace

has been signed by Germany and the Associated Powers. God in His Mercy has at last given peace to the Powers that have been at war for nearly five years. His Excellency the Officer Administering the Government has received a message from the King that the Treaty of Peace was signed yesterday afternoon at four o'clock.

The Bishop then read the message received by His Excellency from the King and concluded:—"With the King of England we will thank God by singing the *Te Deum* at once, and pray Him that the nations of the earth may live in that peace and happiness which are founded on religion, justice and good will."

PEACE CELEBRATIONS.

August 3rd, 4th and 5th have been chosen as the days for the official Peace Celebrations at Home, and it is expected that the celebrations in Hongkong will be held on the same dates.

SALUTE OF 101 GUNS.

His Majesty the King decided that on the occasion of the signing of the Treaty of Peace a salute of 101 guns should be fired. This salute will be fired in the Colony at 8 a.m. to-day.

RECEPTION AT GOVERNMENT HOUSE.

His Excellency the Officer Administering the Government is holding an informal reception at Government House at 11.45 a.m. to-day. Invitations have been issued to the members of the Executive Council, the Legislative Council, the foreign Consuls and the Heads of Departments.

LATEST CABLES.

THE PEACE TREATY.

GERMANS BURN RECORD OF OPPOSITION.

Paris, June 28th. *Le Matin* states that when the German delegation at Versailles learnt of Herr Schiedemann's resignation, acting on orders, they immediately burned all papers and correspondence exchanged between Count von Rantzau and Herr Schiedemann, thus wiping out all traces of Germany's opposition to the Treaty.

SIGNING TO LAST FOUR HOURS.

Paris, June 28th. The German delegates who are to sign the Treaty are leaving for Versailles on June 27th. They will possibly not arrive in time to sign before two o'clock on June 28th. The ceremony is expected to last four hours.

EARLIER CABLES.

NOT A MINUTE'S EXTENSION.

Paris, June 28th. A Havas message says:—Secret information has reached Paris that Germany will sign the Treaty. It is learned on very good authority that M. Clemenceau, Mr. Lloyd George and President Wilson will not grant one minute's extension unless absolute promises are made that the Treaty will be signed, one week being the outside time limit.

THE ALLIES' PRECAUTIONS.

Paris, June 28th. A Havas message says:—Marshal Foch has 750,000 men ready to advance from the Rhine, and it will be a simple matter to occupy, in a few hours, Frankfurt, the financial centre of Germany; Essen, with its enormous Krupp's Works; and the great industrial area of Westphalia. It is believed that Germany will ask a further postponement on the grounds that a new Government is in process of formation. However, unless guarantees for signature are given, French, British and American troops will start marching forward at daybreak on Tuesday.

NEW GOVERNMENT DECIDES TO SIGN.

London, June 28th. The *Daily Telegraph* Paris correspondent, telegraphing yesterday, states that the news was officially telegraphed from Berlin to Paris at noon to-day that the new Erzberger Government had decided to sign the Peace Treaty.

NO COMMUNICATION YET RECEIVED.

Paris, June 28th. No communication had been received by the German Peace Delegation till noon to-day, either as regards the acceptance or rejection of the Treaty. The *Daily Telegraph* report is apparently based on news that the German Cabinet is divided, with Herr Erzberger in favour of signing.

A GERMAN REQUEST.

Paris, June 28th. Up to last evening no communication had been received from the Germans asking for an extension of the time limit. What happened, according to a message from Berlin, was that a Note from Count von Rantzau was handed to M. Clemenceau on the 26th, pointing out contradictions between the Allies' covering Note of the 16th, and the altered text of the Treaty; also differences between the latter and the copy received on May 21th.

It asked that the contradiction be cleared up in writing before the expiry of the time limit.

HEER SCHIEDEMANN'S CASTING VOTE.

Berlin, June 28th. It was Herr Schiedemann's casting vote that gave the Cabinet a majority against the Treaty. The Independent Socialists have declared that the Noske Cabinet, which Paris expects will materialise, will be a source of provocation to Labour.

The *Mittag Zeitung* is of opinion that Herr Erzberger will be the probable Foreign Minister and head of the new Delegation to sign the Treaty.

In Paris, the fall of Herr Schiedemann is believed to entail the fall of Herr Ebert.

BRITISH AIRSHIP FLIGHT.

London, June 28th. The *Essex* has returned to Haddington after a two-thousand miles cruise, having visited Wilhelmshaven, Friedrichshaven, the Kiel Canal, Hamburg and the Baltic. It did not visit Berlin. It battled with a gale for twenty hours on the homeward flight.

LATEST CABLES.

ITALY. THE NEW CABINET.

Rome, June 28th. Signor Nitti has been invited to form a Cabinet. Signor Tittoni will be Foreign Minister. A message from Rome, via Lyons, dated June 28th, says:—The King has charged Signor Nitti to form a Ministry. According to the newspaper *Epoca*, the official organ of Professor Orlando, Signor Nitti has refused the offer of Signor Nitti. Signor Barzilai had also refused to accept a post in the new Cabinet. Two groups, the Parliamentary Union and the Socialist Reformers, have so far prohibited their members to take part in the Ministry.

Finally Signor Tittoni has made it a condition of his accepting a portfolio that it shall be agreeable to the Parliamentary Union. The *Epoca* says that the fall of the Orlando Ministry is due to Signor Giolitti re-entering politics.

Dalmatian Settlement Rejected. Paris, June 28th. The Italian delegates have rejected the proposal of the Council of Three for a settlement of the Dalmatian question.

GERMANY.

INFLUX OF GERMANS TO SWITZERLAND.

Berne, June 19th. It is announced that, in view of the possibility of disturbances in Germany during the period in which Germany must accept or refuse the peace terms and in order to obviate danger, great masses of people are flocking from Germany into Switzerland.

The Federal Council has placed large forces of troops on a war footing to guard the northern frontier.

PERSONNEL OF THE NEW CABINET.

Paris, June 28th. A French wireless message, via Lyons and Konak, states:—The new German Cabinet has been constituted as follows:—President of the Council: Dr. Bauer. Foreign Affairs: Herr Hermann Muller. Finance: Herr Erzberger.

Interior:

Dr. David.

War:

Herr Noske.

Colonies:

Herr Bell.

Posts, Telegraphs, and Telephones:

Herr Giesberts.

Labour:

Herr Simzeiner.

Public Works:

Herr Schlick.

Public Economy:

Herr Wissel.

Treasury:

Herr Mayer-Haufheuten.

Food Supply:

Herr Schmidt.

The post of Minister of Justice has not been filled. Dr. Bauer, who was charged by President Ebert to form the new Cabinet, was born in 1870 in East Prussia. He entered public life in 1908 as a member of the General Commission of German Syndicates. Very active, he was at the right hand of the President in all the movements of the Social Democrats and rapidly became popular with the labouring class. In 1912 he was nominated by a great majority of the Socialist groups to represent Breslau in the Reichstag. The Reichstag appointed him, in 1918, Director of the newly-instituted State Labour Bureau, created by Prince Max of Baden. He resigned on November 10th, on the eve of the Armistice, with all the Cabinet. On the 14th of the same month he became Deputy Commissary of the People in charge of the Labour Ministry. Herr Schiedemann retained him in the same office when he took the post of Premier in February, 1919.

BRITAIN'S SURE SHIELD. STIRRING SPEECH BY MR. W. M. HUGHES. London, June 28th. Speaking at a farewell luncheon of the British Empire League in London, Mr. W. M. Hughes emphasised the necessity of depending on the British Navy for the defence of the Empire rather than on the League of Nations. He declared that the material ties of the Empire were trade and defence, and unless there was an imperial system of defence the Empire was but the fabric of a dream. He welcomed the League of Nations, but if the Empire was suddenly and unexpectedly attacked, the League could only put its machinery into motion after prolonged discussion of the merits and differences. Meanwhile, where would we be? He enjoined the people not to abandon the substance for the shadow. The people who talked most about internationalism to-day were Bolshevists whose way to settle disputes was with the sword. If the League of Nations meant the power of the League to control the movements of the British Navy when the Empire required aid, then that was the beginning of the end of the Empire.

FRENCH LABOUR. EMPLOYMENT IN MINES REGULATED.

Paris, June 28th. The Chamber has passed a Bill regulating employment in mines, the adoption of which has been demanded by the Miners' Federation.

TROUBLE IN ARGENTEUIL. Metallurgists who had struck work forced the Dunlop works in Argenteuil to close down. Troops were brought up and several strikers were wounded.

BRITISH LABOUR.

THE ESTABLISHMENT OF A NATIONAL COUNCIL.

London, June 28th. The National Joint Committee has been considering the application to the civil services of the so-called Whitley system for the settling of differences between employers and employees. The Committee has unanimously recommended the establishment of a National Council of 34 members, appointed half by the Government and half by groups of staff associations, with subsidiary departmental Councils with District Committees and office or works committees.

BIG COTTON DEAL.

A LONDON MERCHANT'S PURCHASE. London, June 28th. The purchase by the London merchant, Mr. Leonard Martin, of 40,000,000 yards of mercerized linen for £4,000,000 has caused a sensation. The purchaser, interviewed, said that he intended to dispose of the material at a price which will cause perturbation not only in the Belfast linen manufacturing centres, but also in the Manchester cotton market, because he would try to sell the material at the price of cotton.

THE LANCASHIRE COTTON TRADE.

MILLS CLOSED: BUSINESS AT A STANDSTILL.

London, June 28th. All the Lancashire cotton mills have been closed down, in consequence of a wages and hours dispute. Sixty million spindles and thousands of looms have been stopped. Business in Manchester is at standstill and stocks are at a premium. The Minister of Labour has invited the disputants to meet immediately with a view to considering the submission of the dispute to arbitration.

GERMAN WARSHIPS SUNK. HOW THE GERMAN CREWS ANTICIPATED MATTERS. Edinburgh, June 28th. Arrangements had been made to board the German Fleet on Monday if peace were signed. The ships would then have automatically passed to the Allies, but the German crews anticipated matters.

EARLIER CABLES. TREACHERY OF GERMAN CREWS AT SCAPA FLOW. London, June 28th. It is officially announced that all the interned German battleships and battle-cruisers at Scapa Flow have been sunk, except the battleship *Buden*.

Five light cruisers have been sunk and the remaining three beached by local tugs. Eighteen destroyers have been beached, four are afloat and the rest have been sunk.

A German rear-admiral and most of the Germans from the ships are in custody aboard His Majesty's ships. Some boats from the ships refused to stop when ordered and were fired on, a small number of Germans being killed and wounded.

In accordance with the terms of the Armistice, the ships were interned with skeleton German crews as caretakers, without British guards aboard.

ADMIRALTY ANNOUNCEMENT. LATER. The Admiralty announces that certain interned German ships at Scapa Flow have been sunk and abandoned by their crews, who are in custody.

LATEST CABLES.

FIGHTING BOLSHEVISM. PROGRESS IN RUSSIA.

Reuter learns that the volunteer offensives in South Russia are continuing very successfully. They have captured Berdiansk, west of Mariupol, and have recaptured Lugansk in the Donetsk sector. Further east, the Don Cossacks crossed the Donna front of 60 miles, south-east of Goghtchar, and advanced 40 to 50 miles beyond.

The position of the Bolshevists in Astrakhan is difficult as their communications are threatened.

The Bolshevist advance on the eastern front has slowed down. It is hoped that General Denikin's advance will necessitate the withdrawal of Bolshevist troops on this front, enabling General Kolchak's army to recover and reorganise.

EARLIER CABLES.

ALLIED VICTORY IN THE MURMANSK DISTRICT.

London, June 28th. A Murmansk *communiqué* says that, by a bold flanking movement through a forest, the Allies surprised and routed the Bolshevists at Kartashi, south-west of Medvedjagora, killing twenty and capturing fifty. The surprise was so complete that the Allies only sustained one casualty.

BOLSHEVIK CRUISER MINED.

London, June 28th. Reuter learns that a British submarine did not sink the Russian cruiser *Oleg*, which was probably mined.

SITUATION IN NORTHERN INDIA.

THE AMIR'S REPLY BEING CONSIDERED.

London, June 28th. An India Office *communiqué* states that the Amir's reply to the Viceroy's letter, proposing armistice terms, while thought to afford a basis for peace negotiations, has raised points which require the Indian and Imperial Governments' careful consideration.

The Viceroy was authorised on June 19th to further communicate with the Amir, agreeing, on certain conditions, to receive at Rawalpindi the Afghan delegates whom the Amir proposes to send when the Fast of Ramadan is over.

AERIAL DEVELOPMENT.

STANDING ADVISORY COMMITTEE APPOINTED.

London, June 28th. The Air Ministry announces the appointment of a Standing Advisory Committee on Civil Aviation to advise and report on the best method of organising Imperial air routes and other subjects relating to civil aviation. The Chairman is Lord Weir of Eastwood.

KURDISTAN RISING QUELLED.

BRITISH PRISONERS RESCUED.

London, June 28th. It is officially announced that a British force defeated the Kurdish Sheikh (mentioned on May 29th) capturing 100 prisoners. It rescued all the British prisoners. [The message of May 29th reported a serious rising in South Kurdistan, headed by the local Sheikh].

HOME RULE FOR SCOTLAND.

MR. ASQUITH'S OPINION.

London, June 28th. In a speech at Edinburgh, Mr. Asquith declared that Home Rule for Scotland was as necessary as Home Rule for Ireland. Scotland had advanced to first place in the political arena.

CRICKET AT HOME

A WEEK'S RESULTS.

London, June 28th. Yorkshire beat Derbyshire by ten wickets. Kent beat Sussex by an innings and 123 runs. The Surrey v. Cambridge, Hants. v. the Australians, Warwick v. Northants, and Lancashire v. Leicestershire matches were all drawn.

DODGE BROTHERS MOTOR CAR

Its Goodness is alone responsible for the unusual demand that has existed right from the beginning.

Nothing has ever disturbed the demand for this Car. No outside conditions, no conditions inside the industry seem to slow it up a particle. The people want the Car more intensely at this moment than ever they wanted it before. The Car has reached the stage when its sales are almost automatically increased. By this we mean that one sale is almost certain to result in one or two other sales.

There is a very pronounced and definite public opinion now in this country concerning the Dodge Bros. Car.

People seem to know that Dodge Brothers' idea, from the very first, was that if they built the Car right, nothing else mattered. It is the quality revealed in its performance which makes the price impressive. People are attracted by something more than price; it is the internal and external excellence which characterises the Car.

The high price it demands when sold second-hand increases the respect in which the Car is held.

It would be hard to find a truer test of enduring worth. People are not eager for used Cars unless they know that such Cars have before them a long life of satisfactory service.

And so the Dodge Brothers Car is bought, not upon price, but upon the quality and value that it embodies.

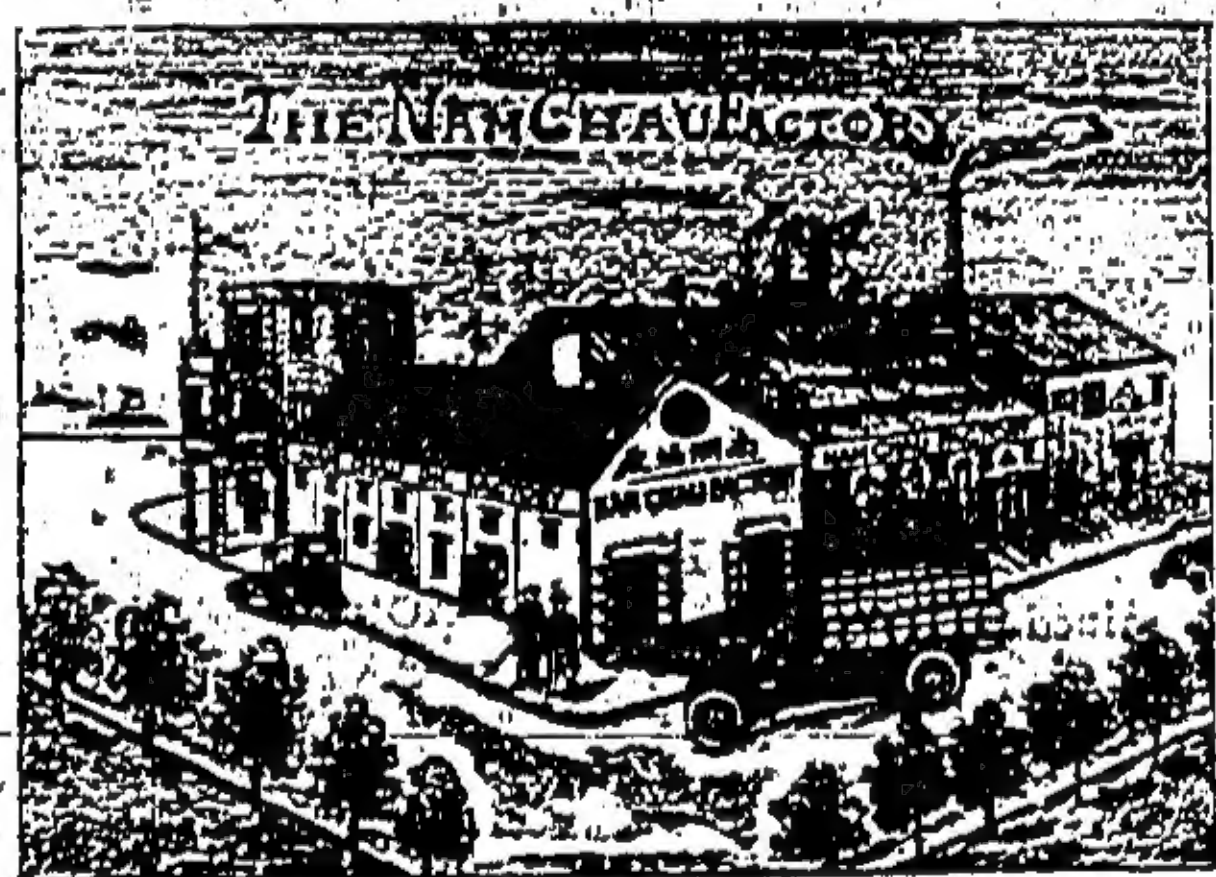
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Invaluable for diseases of these important organs. Gravel, Pains in the Back, Gout, Rheumatism, etc. Price 8s. leading Chemists, or post free. Dr. L. Leclerc M.D., Co., HAYESWOOD ROAD, N.W., LONDON, ENGLAND. Depos: Paris, 12, Rue Carrebourg; New York, 30, BROADWAY; Toronto, 12, KING ST. W.; Australia, 11, RYDER ST., Sydney and Brisbane; New Zealand, DRUG CO. LTD., Auckland, Christchurch, Dunedin, Wellington; India, E. K. PAUL & Co., Calcutta. (115)

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As a For Bactericidal, No. 1 is used in the treatment of all diseases of the urinary system, such as Gonorrhea, Syphilis, etc. No. 2 is used in the treatment of all diseases of the skin, such as Eczema, Psoriasis, etc. No. 3 is used in the treatment of all diseases of the blood, such as Anemia, Leukemia, etc. Price 8s. per bottle. Dr. L. Leclerc M.D., Co., HAYESWOOD ROAD, N.W., LONDON, ENGLAND.

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THE PEACE TREATY. SUMMARY OF ITS TERMS.

The following is an abstract of the Terms of the Treaty of Peace.

KN-KAISER TO BE TRIED.

The Allies publicly arraign the ex-Kaiser for a supreme offence against International Morality and the Sanctity of Treaties.

His surrender is to be asked for from Holland.

He will be tried by a special tribunal of five judges, one from each of the five Great Powers, who will fix whatever punishment they think should be imposed.

WAR CRIMINALS.

Military tribunals are to be set up by the Allies to try persons accused of violating the laws and customs of war. German officers will hand over all persons so accused and furnish all documents and information.

Accused may name their own counsel.

POLITICAL CLAUSES.

BELGIUM.

Germany to consent in advance to any Convention by which the Allies may replace the Treaty of 1839. The full sovereignty of Belgium over Moresnet to be acknowledged by Germany.

German renunciation of all rights over Eupen and Malmedy.

Germany renounces all Treaties and Conventions with the Grand Duchy, which comes to be part of the German Zollverein from January 1st, 1919.

Left bank of RHINE.

No fortifications to be maintained or built less than 50 kilometres to the east of the Rhine.

No armed forces to be kept in that area. No manœuvres. No works to facilitate mobilisation.

Any inquiries from the League of Nations seeking for explanations of German movements or construction in that region to be answered.

THE SARRE BASIN.

Full ownership of the Sarre coal mines to be ceded to France.

Their value to be estimated by the Reparation Commission and credited against the account of Germany's obligations.

The territory to be governed by a Commission of Five, appointed by the League of Nations, with full powers of taxation for local purposes.

No military service beyond a local gendarmerie.

Territory to form part of the French Customs system.

Placed by communes after fifteen years to decide whether they desire to be associated with France or Germany.

In any part restored to Germany the French mines are to be bought at an appraised valuation.

ALSACE-LORRAINE.

Restoration to France of all public debts of the territories ceded in 1871. All public property and private property of German ex-sovereigns will pass to France without payment or credit.

France to own the railways and tramway concessions.

The Rhine bridges pass to France.

For five years Germany will admit the manufactured products of Alsace-Lorraine free of duty.

GERMAN-AUSTRIA.

Germany recognises its entire independence.

CZECHO-SLOVAKIA.

Entire independence recognised, including the autonomous territory of the Ruthenians.

POLAND.

Germany to cede the greater part of Upper Silesia, Poznan, and the province of West Prussia, on the left bank of the Vistula.

EAST PRUSSIA.

Southern and eastern frontiers to be fixed by plebiscites.

German troops and authorities to move out within fifteen days of the signing of Peace.

An International Commission to arrange for a free, fair and secret vote.

The Five Powers will draw up regulations assuring to East Prussia full and equitable access to the Vistula.

The north-eastern corner of East Prussia about Allenburg to be ceded to the Associated Powers.

DANZIG.

The free city of Danzig, under guarantee of the League of Nations, to be included within the Polish customs frontiers.

Poland to have use of all the city waterways, docks, etc., the administration of the Vistula within the city, and postal communication, etc., between Poland and Danzig.

DENMARK.

Danish-German frontier to be fixed by a vote taken in Northern Schleswig as a whole and in portions of Central Schleswig by Communes.

Ten days from the signing of Peace the German troops

evacuate certain regions.

The zone during the voting to be under charge of an International Commission, two members of which are to be appointed by Norway and Sweden.

Germany to renounce sovereign rights in such territories as may declare for Denmark.

HELLIGOLAND.

All fortifications, military establishments, and harbours of Helligoland and Dune to be destroyed under Allied supervision by German labour and at Germany's expense.

No such works to be reconstructed in future.

RUSSIA.

Germany to recognise the full independence of all territories which formed part of the former Russian Empire.

Annulment of the Brest-Litovsk Treaty and all Russo-German agreements since November, 1917.

The Allies reserve all rights on the part of Russia for restitution to be obtained from Germany on the principles of the present Treaty.

POLITICAL CLAUSES OUTSIDE EUROPE.

COLONIES AND OVERSEAS POSSESSIONS.

All rights and titles renounced in favour of the Allies and Associated Powers.

German Government property to pass to the new Governments exercising authority in each of such colonies and possessions.

All concessions to be abrogated, and privileges and indemnities renounced.

CHINA.

Germany cedes to Japan all rights as to Kiao Chan and Shantung.

All German rights in the Shantung railway and all mining rights, etc., pass to Japan.

STAM AND LIBERIA.

All agreements at an end, rights renounced, and treaties abrogated.

MOROCCO.

All rights, etc., under Act of Algeciras and Agreements of 1902 and 1911 renounced.

No further German intervention in negotiations as to Morocco between France and other Powers.

German interests in the State Bank of Morocco to be relinquished.

NOVIT.

Germany recognises British Protectorate over Egypt.

Renounces the Capitulations and all treaties and agreements with Egypt.

No future intervention.

TURKEY AND BULGARIA.

Germany accepts all arrangements made by the Allies with these countries.

LIMITATION OF ARMAMENTS.

MILITARY.

Demobilisation within two months of Treaty.

Abolition of compulsory service.

Voluntary recruiting only on basis of twelve years service for N.C.O.'s and men and twenty-five years for officers.

No reserve of officers with war service.

Maximum strength of effective 100,000, including not more than 4,000 officers.

No increase in number of Customs and Forestry officials and police.

No more than seven infantry and three cavalry divisions and two corps staffs to be maintained.

Production of armaments, munitions, etc., to be on a scale with the above.

No poison gas or liquid fire to be manufactured or imported; nor any tanks or armoured cars.

No imports of munitions.

No military manœuvres.

NAVAL.

Within two months the German naval forces in commission are not to exceed:

8 Battleships.

8 Light cruisers.

12 Destroyers.

12 Torpedo-boats.

No submarines to be included.

After two months the personnel must not exceed 15,000 men and 1,500 officers.

Voluntary recruiting only for periods of twenty-five and twelve years respectively for officers and men.

All surface warships interned in Allied or neutral ports to be finally surrendered.

Additional vessels now in German ports to be surrendered at Allied ports. Ships under construction to be broken up.

No guns to be mounted commanding maritime routes between the North Sea and the Baltic.

Fourteen German submarine cables not to be restored.

AIR.

No military or naval air forces to be maintained.

Entire personnel to be demobilised, except 1,000 men and officers, which may be retained till October 1st, with 400 armed seaplanes for use only in searching for submarine mines.

Manufacture of aircraft or parts of aircraft forbidden for six months.

Allied aircraft to have full liberty of passage and landing over the land and waters of Germany until January 1st, 1923, unless Germany is admitted to the League of Nations prior to that date, or is permitted to adhere to the International Air Convention.

PRISONERS OF WAR.

German prisoners of war to be returned without delay by German Government at their own cost.

REPARATION AND RESTITUTION.

Germany to accept "responsibility for all the loss and damage to which the Allies and their nationals have been subjected in consequence of the war."

Germany undertakes to pay for all damage caused to civilians under seven main categories.

Germany's total obligations to be notified to her not later than May 1st, 1921, by an Inter-Allied Reparation Commission. Payments to be discharged within thirty years.

Germany to recognise irrevocably the full authority of this Commission.

An immediate step Germany will pay within two years 20,000,000,000 marks (21,000,000,000) in either gold, goods, ships or other specific forms of payment.

The German obligation is to take precedence of any domestic loan, and German taxation shall be "fully as heavy" as that of any of the Powers on the Commission.

The Reparation Commission to consist of one representative each of United States, Great Britain, France, Italy and Belgium.

Other Allied Powers will be represented on occasion, but without voting power.

Headquarters of the Commission to be at Paris.

The Commission may require issues of bonds to cover claims not otherwise satisfied. Bond issues are to be required as follows:

20,000,000,000 marks gold, without interest, not later than May 1st, 1921.

40,000,000,000 marks gold at 2 1/2 per cent. interest, between 1921 and 1926, and thereafter 5 per cent., with a 1 per cent. sinking fund, and an undertaking to deliver 40,000,000,000 marks gold bearing 5 per cent. interest.

Interest on Germany's debt to be 5 per cent., unless otherwise determined by the Commission.

SHIPPING.

Germany recognises the principle of replacement for ton and class for class, of all merchant shipping, and fishing boats lost or damaged in the war.

She is to cede to the Allies all German merchant ships of 1,000 tons gross and upwards, one-half of her ships between 1,000 and 1,600 tons gross and one quarter of her steam trawlers and fishing boats.

She will also build merchant ships for the account of the Allies up to 20,000 tons gross annually during the next five years.

DEVASTATED AREAS.

Germany to devote her economic resources to the physical restoration of the invaded areas.

She is to replace the destroyed articles and manufacture the machinery required for reconstruction purposes, but with due consideration for her essential domestic requirements.

(Continued on page 7.)

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THE PEACE TREATY.

(Continued from page 6.)

FINANCE

Powers to which German territory is ceded will assume a certain proportion of the German pre-war debt. France, however, will assume none, nor will Poland, nor any of the Mandatory Powers, in respect of German colonies. Germany to pay total cost of the Armies of Occupation from the date of the armistice. This is to be the first charge on her resources. Cost of reparation to come next. Germany to deliver to Allies all sums deposited in Germany by Turkey and Austria-Hungary, and to transfer to the Allies all claims against these Powers and Bulgaria in connection with agreements made during the war.

ECONOMIC CLAUSES.

CUSTOMS.

Detailed provisions for five years are included against direct or indirect discrimination by Germany against the trade of Allied and Associated countries. The German import tariff is not to exceed at the outset the lowest rates of 1914. She will be free to raise it after six months, except in a few cases, as to which the restriction will be extended to two and a half years.

SHIPPING.

Allied vessels are to receive most-favoured-nation treatment in Germany for at least five years.

MISCELLANEOUS.

Each Allied State may renew any of its treaties with Germany by giving notice within six months. Treaties entered into by Germany with other enemy countries since August 1st, 1914, and since then with Rumania, Russia, or States representing parts of the old Russian Empire, are abrogated. Clearing offices are to be established within three months in Germany and the Allied States for the settlement of pre-war debts.

No unfair competition. Germany is to suppress the use of false markings and indications of origin.

No special restrictions or taxes on the nationals of the Allied States.

All action of liquidation of Allied property to be stayed, and, if not completely liquidated, the property is to be restored.

Stipulations are made for the protection of returned property and businesses in Germany in the future.

Detailed stipulations are also made as to contracts of all kinds.

Rights in industrial, literary, and artistic property are re-established. In the case of German-owned rights the power of imposing conditions is reserved, in order to secure the fulfilment of Germany's obligations.

AERIAL NAVIGATION.

Allied aircraft to enjoy the same rights as German planes in their liberty to fly and land in Germany and as the most-favoured-nation planes in the matter of internal commercial traffic.

PORTS, WATERWAYS, AND RAILWAYS.

The fullest protection against adverse discrimination is insisted upon in respect of freedom of transit for persons and goods throughout Germany.

Free zones in German ports are to be maintained.

The Elbe, Oder, Niemen, and Danube are declared international in certain important reaches.

Germany is to hand over a proportion of her river shipping, tugs, and material, now in use on the Rhine and in Rotterdam harbour.

Germany is to fit her rolling stock with apparatus allowing of its being incorporated in Allied goods trains, without interfering with the brake system.

She is to agree to any General Conventions regarding the international régime of transit, ports, railways, etc., which the Allies may conclude (with the approval of the League of Nations) within five years.

ELBE CANAL.

To remain free and open to ships of war and merchant shipping of all nations at peace with Germany.

Equality for all nations in the use of the canal, and canal charges to be restricted to those necessary for the canal's upkeep and improvement.

As a guarantee for the execution of the Treaty, German territory to the west of the Rhine and the bridgeheads will be occupied for fifteen years.

If Germany observes the conditions of the Treaty, certain districts, including Cologne, will be evacuated at the end of five years; others, including Coblenz, at the end of ten years; and the remainder, including Mainz, at the end of fifteen years.

The Allies have the right to occupy, in whole or in part, in case of non-fulfilment of the Treaty conditions.

If Germany complies with all her undertakings before the end of fifteen years, the Armies of Occupation will be withdrawn at once.

MODIFICATIONS.

In reply to the German counter-proposals the Allies agreed to the following modifications:—

They are prepared to accord guarantees for the protection of German minorities in the ceded territories.

The Allies do not admit a plebiscite for Alsace-Lorraine.

The Allies, after defending the cardinal guiding principles as regards the eastern frontiers of Germany, express readiness in order to eliminate any possible injustice, to reconsider the question.

The historical frontier between Pomerania and West Prussia will be respected.

The isolation of East Prussia, has existed for centuries. It was not originally German territory, but was a Colony.

Danzig is not incorporated in Poland because it is German.

Upper Silesia is not to be immediately ceded to Poland, until after a plebiscite, under Allied control, has been taken.

German in territories transferred to Poland will be expressly safeguarded.

The Memel district will be transferred to the Allies as the status of Lithuanian territories has not yet been established.

The Allies are willing to reduce the German Army more gradually than at first stipulated, namely, to a maximum of 100,000 within three months. At the end of the three months, and at the end of every subsequent three months, Allied military experts will fix the strength of the German Army for the ensuing period, in order to reduce it to the stipulated 100,000 as soon as possible—by March 31st, 1920, at the latest. The reduction of officers and guns will be similarly proportioned.

The period for the demolition of fortifications will be modified.

The Allies welcome the German proposal to create a Commission to co-operate with the Allied Reparation Commission. Germany is invited to present evidence and submit special reparation proposals within four months of the signature of the Peace Treaty.

The proposals particularly acceptable are those specifying the German offer of a lump sum in settlement of the whole or a part of her liability, or the offer to repair part or the whole of any damaged district, or the offer of the use of labour for such work. Inspection facilities will be granted in this connection. The offers must be precise, and not ambiguous, but the categories and the reparation clauses are indisputable.

The Allies without in any way committing themselves now, will, within two months, reply to any proposals.

The Allies criticise Germany's vague mention of five thousand million pounds sterling in connection with reparation, and point out that no interest and no substantial payment is offered until 1927, after which undefined instalments will continue for half a century. "The present value of such a prospect is small."

The Allies, recognising the mutual desirability of the resumption of German industry, are prepared to afford Germany commercial facilities for such resumption, on conditions which cannot be laid down in advance, and subject to the special economic situation created for the Allies by German aggression.

Germany cannot be credited with the value of captured war material, but an important concession will be the recognition, as a prior charge upon German assets, of the payment for food supplies and raw material.

Germany's pre-war debt will be divided in due proportion between Germany and the ceded territories, but France cannot be required to assume part of the public debt for Alsace-Lorraine.

Poland is also exempted and so are German colonies which have not paid their way, and cannot possibly assume a part of the German debt, nor can the Mandatory State be required to do so.

Germany will be compelled to alienate the greater part of her foreign securities, and will no longer continue intimately involved in the Allies' or Russia's financial and economic life.

The Allies accept a few changes regarding the waterways and railways—for example, the free transit through Poland and between East Prussia and the rest of Germany.

PEACE TREATY LEAK EXPLAINED.

MR. ELIHU ROOT RESPONSIBLE.

WASHINGTON, June 11th.

Mr. Elihu Root today attended as a voluntary witness the meeting of a committee charged with investigating the source of the leak regarding the text of the Peace Treaty. He declared that several weeks ago he obtained a copy of the peace treaty from a New York banker, Mr. Henry P. Davison. Continuing, Mr. Root said:—

"The diplomatic secrecy regarding the Peace Treaty ended when the text was published by Germany, and therefore I can hardly submit to the ruling that I have no right to make use of the document at any time. I may think proper, although I feel I am under obligation to attend this committee meeting and tell all that I know about this affair. I obtained the text of the treaty from Mr. Davison, who, I understand, secured it while he was in Paris, as chairman of the War Council of the American Red Cross, and brought it to America."

On the conclusion of Mr. Root's explanation, Mr. Davison rose and said that he had brought the text of the peace treaty from France, but only Mr. Root and he himself had read it before its publication.

TEXT IS PUBLIC PROPERTY NOW.

NEW YORK, June 10th.

The investigation into the leak of the text of the Peace Treaty is having unexpected developments. Councillor Park, who has heretofore been observing scrupulous silence about this affair, attended yesterday's sitting of the Foreign Relations Committee and declared that the State Department was in possession of 35 copies of the text of the Peace Treaty.

The Peace Treaty, containing 100,000 words, was printed last night in the Congressional Record, at an expenditure of \$5,000, and all the Senators were furnished with a copy this morning.

It is expected that further discoveries may be made in connection with the premature publicity given to the uncompleted document as the examination of the six bankers concerned proceeds.

The World, in a leading article, states that it is significant that all the six bankers involved are Republicans and regarded as the party's "money bags."

It further says that among the British and French parliamentarians there may be some who have obtained possession of the text of the treaty, but it is to their credit that they have never used it for their own purposes. (Asahi.)

BOSTOCK'S ROYAL ITALIAN CIRCUS KOWLOON

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A VERITABLE TORNADO OF WONDERS.

TO-NIGHT at 9.15.

BE WISE. BOOK NOW AT MOUTRIE'S.

Cigars! Cigars!!

Cigars!!!

We have pleasure in announcing to our patrons that we have just received a small consignment of the finest and well-known brands of cigars and cheroots, made by La Perla Del Oriente, the best reputed Cigar Factory

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MANILA.

All Sizes and Shapes in Stock.

Prices on Application.

SOLE AGENTS:

TABAQUERIA FILIPINA,
15, Wyndham Street, HONGKONG.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED OF OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS	JAVA	24th July	—	—
TJIPANAS	JAPAN	10th July	13th July	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.
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JAVA-PACIFIC-LYN.

FOR SAN FRANCISCO direct

S.S. "BINTANG"

will be despatched as above on or about

AUGUST 2nd, 1919.

For freight apply to—

JAVA-CHINA-JAPAN LIJN.

Agents.

SHIPPING NEWS

ARRIVALS.

June 29th.

Cadenau, British str., 1,334 tons, Capt. Laver, from Canton, with a general cargo.—B. & S.
Choko Maru, Japanese str., 923 tons, Capt. Ikeda, from Hongkong, with a cargo of coal.—M.B.K.
Kunio, French str., 730 tons, Captain Morvan, from Haiphong, with a general cargo.—Lapine.
Mokuro Maru, Japanese str., 2,200 tons, Capt. Suzuki, from Samarang and Balic Papau, with a general cargo.—Dodwell & Co.
Idomeneus, British str., 3,900 tons, from Shanghai, with a general cargo.—B. & S.
Lok Sang, British str., 975 tons, Capt. Simpson, from Haiphong, with a general cargo.—J. M. & Co.
Kam Wan, Chinese str., 518 tons, Capt. Kaimin, from Shanghai, with a general cargo.—Kwang Hing.
Shanghai, British str., 1,810 tons, from Shanghai, with a general cargo.—B. & S.
Sosho Maru, Japanese str., 1,008 tons, Capt. Inoue, from Swatow, with a general cargo.—O.S.K.
Terima, French str., 175 tons, Capt. Poulin, from Tourane, with a general cargo.—Wing Fat Hong.

June 30th.

Hai Hong, British str., 1,370 tons, Capt. Evans, from Swatow, with a general cargo.—D. L. & Co.
Koyo Maru, Japanese str., 839 tons, Capt. Umetsu, from Keelung, with a cargo of coal.—O. S. K.
Makushin Maru, Japanese str., 826 tons, Capt. Kamekura, from Dairen, which port she left on June 21st, with a cargo of coal.—M.B.K.
Moson Maru, Japanese str., 5,761 tons, Capt. Komiya, from Singapore, with a cargo of rubber and cotton.—O.S.K.

SHIPPING ITEMS.

The R.M.S. *Empress of Russia* reached Nagasaki on June 29th, left that port the same day and was due at Shanghai yesterday.
 The Ben line steamer *Bedford*, from Middlesbrough and London, left Singapore on June 25th, and is due here tomorrow.
 The N.Y.K. s.s. *Shimbu Maru* (Calcutta line) left Singapore for this port on June 25th, and is expected here on July 2nd.

WEATHER REPORT.

June 30th, at 12.05.—No returns from Japan, Vladivostok, Weihaiwei and Indo-China. Pressure has increased slightly at all reporting stations. The depression probably filling up.
 N.B.—New weather map will be issued, owing to lack of telegraphic returns.
 Hongkong rainfall, for the 24 hours ending at 10 a.m. today, 0.57 inch. Total since January 1st, 16.09 inches, against an average of 24.47 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	S. and S.E. winds, fresh; fair to cloudy, occasional rain.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamooki	No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, COAST GUARD, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about JULY 5th, 1919, taking cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.
 Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this steamer proceeding to Bombay and thence transhipped to the co-carrying steamer for Marseilles and London.
 Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, sailing dates, etc., apply to—
 MACKINNON, MACKENZIE & CO., Agents.
 P. & O. S. N. Co.
 Post Box 115, 51, Des Voeux Road Central.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TOY
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR
 MARSEILLES AND LONDON
 VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOYA"	31st Aug.	23rd Sept.	2nd Oct.
"MALTA"	4th Sept.	7th Oct.	16th Oct.

FOR
 BOMBAY VIA STRAITS & COLOMBO.
 "DUNERA" 7th July Due Bombay about 25th July

FOR
 CALCUTTA VIA STRAITS & RANGOON.
 "JAPAN" 18th July Due Calcutta 13th Aug.

FOR
 SHANGHAI MOJI KOBE, etc.

WIRELESS ON ALL STEAMERS.
 For Passage Rates, Handbooks, Freight, etc., apply to
 MACKINNON, MACKENZIE & CO., Agents.
 51, Des Voeux Road Central HONGKONG.

FOR NEW YORK.
 BLUE FUNNEL LINE.
 S.S. "EURYADES"

for NEW YORK via PANAMA, on July 7th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE, Agents.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"CHANGSHA"	July 2nd	July 7th

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
 For freight or passage, apply to—

BUTTERFIELD & SWIRE, Agents.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK via PANAMA CANAL.

S.S. "GAELIC PRINCE"

will be despatched for the above port on July 20th.

For freight and further particulars apply to—

THE BANK LINE, LIMITED, Agents.

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to—
 JARDINE, MATHESON & CO., LTD. Agents.
 Telephone No. 115.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

THE CANADIAN PACIFIC RAILWAY COMPANY announce the augmentation of the present double daily train service by a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

99.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to First Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars, Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7th, 1919.

THE ADMIRAL LINE. PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about JULY 5th.

for SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 1st.

"ELDRIDGE" ... On or August 15th.

For PORTLAND direct.

"WEST CELINA" ... About August 15th.

Through Bills of Lading issued to Overland Common Points.

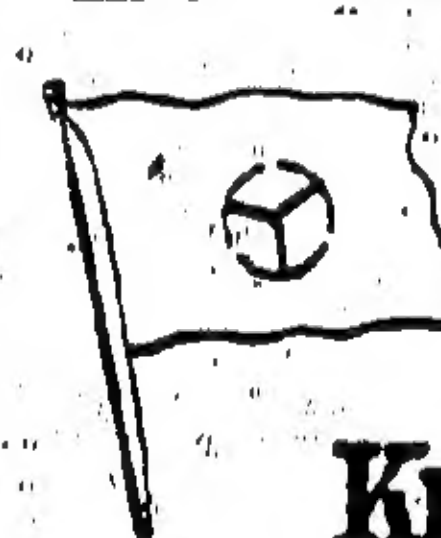
FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Fifth Floor, HOTEL MANSIONS.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1... REGULAR SERVICE FOR
 NANYO MARU No. 2... FREIGHT BETWEEN
 SODEGAURA MARU... HONGKONG, BANGKOK
 KYODO MARU No. 12... AND OR
 TAMON MARU No. 1... SINGAPORE.
 ASOSAN MARU
 OHEIAN MARU

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TEL. 140 and 155. Top Floor, King's Building, 115.

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TAIKOO DOCK
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 MOTORS.
 Shipbuilders and Engineers
 Dock and Machinery
 Repairs
 The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.
 Butterfield & Swire, Agents.
 Telephone 312. Cable "TAIKOODOCK."

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO
TIENTSIN	"CHIPSUNG" Wed. 2nd July, Dlight	
HAIPHONG	"TAKSANG" Wed. 2nd July, 8 a.m.	
Kobe	"CHAKSANG" Fri. 4th June, Dlight	
Manila	"YUENSANG" Fri. 4th July, 3 p.m.	
STRAITS & CALOUTTA	"KWAISANG" Sat. 6th July, 3 p.m.	
SHANGHAI	"KWONGSANG" Sun. 6th July, Dlight	
SHANGHAI	"HANGSANG" Tue. 8th July, Dlight	
Manila	"LOONGSANG" Fri. 11th July, 3 p.m.	

CALOUTTA LINE.—This Line has now been re-organized and offers regular sailings to Calcutta via Singapore and Penang.
 Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Southern Ports via Shanghai. Through Bills of Lading are issued to all Northern and Southern Ports.

MANILA LINE.—A regular service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadei, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chiaofoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, ALL European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
 For Freight or passage, apply to
 JARDINE MATHESON & CO., LTD.
 Telephone No. 215. General Managers.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(REDFERN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Reiss & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and SINGAPORE	"CHENGTOU"	On 1st July, 11 A.M.
SWATOW and BANGKOK	"LIANGCHOW"	On 1st July, 11 A.M.
SHANGHAI	"SINKANG"	On 1st July, Noon.
HOIHOW and BANGKOK	"LUCHOW"	On 2nd July, 10 A.M.
SHANGHAI	"SUIYANG"	On 3rd July, Noon.
SHANGHAI and SINGAPORE	"YINGCHOW"	On 4th July, Noon.
SHANGHAI	"TEAN"	On 8th July, Noon.
SHANGHAI	"SUNNING"	On 10th July, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtau (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 36

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY,	1st July, at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	FRIDAY,	4th July, at 11 A.M.
"HAITAN"	Capt. A. H. Stewart	WEDNESDAY,	9th July, at 10 A.M.

* For Army Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.
THE SUREST ROUTE.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

Sailings from Hongkong at Noon.

SS. "ECUADOR"	July 16th, 1919.
SS. "COLOMBIA"	Aug. 13th, 1919.
SS. "VENEZUELA"	Sept. 10th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cabin, and the attendance on passengers cannot be overpraised.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to

Telephone 41

COMPANY'S OFFICE in Alexander Buildings, Queen's Road.

P. & O. - BRITISH INDIA
& AFRIKA LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
NAGOYA	21st Aug.	23rd Sept.	2nd Oct.
MALTA	4th Sept.	7th Oct.	18th Oct.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due BOMBAY about
DUNERA	7th July	29th July

FOR
CALCUTTA VIA STRAITS & RANGOON.

JAPAN ... 19th July ... 13th Aug.

SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about
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Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
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N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

KATORI MARU (calling Manila)	Sunday, 12th July, at 11 a.m.
SUWA MARU	Tuesday, 6th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

TAMBA MARU	Friday, 4th July, at Noon.
MISHIMA MARU	Friday, 11th July, at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Wednesday, 23rd July, at 11 a.m.
AKI MARU	Wednesday, 20th Aug., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYAMA MARU	Tuesday, 16th July.
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BOMBAY & COLOMBO via Singapore.

SHINRYU MARU	Tuesday, 1st July.
TENSHIN MARU	Sunday, 13th July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	Wednesday, 2nd July.
CALCUTTA MARU	Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Saturday, 19th July, at 11 a.m.
TANGO MARU	Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHIMBU MARU	Thursday, 3rd July.
INABA MARU	Friday, 11th July, at 11 a.m.
SHINGO MARU	Tuesday, 15th July.
KAMO MARU	Monday, 21st July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc).

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 122 & 29. S. YASUDA, Manager.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
NIPPON MARU	11,000	July 7th.
TENYO MARU	12,000	July 20th.
KIBERIA MARU	13,000	July 29th.
SHINRYU MARU	12,000	Aug. 13th.

* Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALISO, CRUZ, BALBOA, CALLAO, ARICA.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,800	July 14th.
ANYO MARU	18,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC COAST SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" ... 22,000	On or about 24th July.
	"PAUL LECAL" ... 22,000	On or about 16th Aug.

MARSEILLES via HONGKONG, SAIGON, SINGAPORE, COLOMBO, DIEPOT, SUEZ, PORT SAID	"NERA" ... 14,000	On or about 19th July.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

Telephone 740.

J. TOURNET,
Acting Agent,
Queen's Building.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... End of July.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SAIGON MARU" ... Saturday, 12th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Sunday, 15th July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Saturday, 12th July.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Saturday, 12th July.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KOSHO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"MEXICO MARU" ... Monday, 30th June.

"CHICAGO MARU" ... Tuesday, 8th July.

HAIPHONG—Three times a Month service.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... Thursday, 3rd July, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... Sunday, 6th July, at 10 a.m.

For sailing dates and further particulars please apply to—

Tel. No. 744 and 745.

Y. YASUDA,
Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry). "CHINA" (10,500 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 18th, 1919. "CHINA" July 2nd, 1919.

[An unsurpassed high-class passenger service.]

Price's Buildings

O. H. RITTER, Freight and Passenger Agent,
100 Home Street, Tel. 1545.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FROM	PER	DATE
U.S.A. and CANADA " " " " " "	Nippon Maru	30th June.
EUROPE (via NAGASAKI) " " " " " "	Gienfukuro	30th June
BRITAIN and AUSTRALIA " " " " " "	Ubangha	2nd July.
SEALIN " " " " " "	Shiomi Maru	3rd July.
SEALIN and JAPAN " " " " " "	Tama Maru	4th July.

FOR	PER	DATE
*Straits and *Bangkok...	Kistaura Marine	Monday, 30th, 8.00 A.M.
*Formosa via Kiangling	Koyo, Maru	Monday, 30th, 8.00
*Shanghai and North China	Naitoku	Monday, 30th, 4.00 P.M.
*Yokohama	Yue Ying Wo	Monday, 30th, 3.00 P.M.

For	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.M.	10.00 A.M.
Tat Po	10.00 A.M.	10.00 A.M.
Cheung Chow	3.30 P.M. 6.00 P.M. Saturday 1.00 P.M. 6.00 P.M.	11.00 A.M. 5.00 P.M.
Shataukok, Shatin, Sheungshui, Antau, Ping Shan and Santin...	4.00 P.M.	11.00 A.M.
Aberdeen, Sai Kung and Stanley	4.30 P.M.	11.00 A.M.
Canton and Samshui	7.30 A.M. Reg 7.00 P.M. Western 8.00 P.M. 2.00 P.M.	5.00 P.M.
*Canton (By Train)		
Wuchow	4.00 P.M.	10.00 A.M.
Macao	7.30 A.M. 1.30 P.M. 6.00 P.M. Except Saturday	8.15 A.M.
Kongmoon	6.00 P.M. 10.00 A.M.	5.00 P.M.
Nantau and Sammei Shamchun	4.00 P.M.	5.00 P.M. 10.00 A.M.

A vintage electric fan with a large circular grille and a decorative base. The fan is shown from a side profile, highlighting its classic design.

WILLIAM C. JACK & CO., LTD.

ON LONDON.—	June 15th
Telegraphic Transfer	3/8 1/2
Bank Bill, on demand	3/8 1/2
Bank Bill, at 30 days' sight	3/8 1/2
Bank Bill, at 4 months' sight	3/8 1/2
Credita, at 4 months' sight	3/7 1/2
Documentary Bill, 4 months' sight	3/7 1/2
ON PARIS.	
Bank Bill, on demand	55 1/2
Credita, at 4 months' sight	54 1/2
ON NEW YORK.	
Bank Bill, on demand	81 1/2
Credita, at 30 days' sight	83 1/2
ON BOMBAY.—	
Telegraphic Transfer	nom.
Bank Bill, on demand	nom.
ON CALCUTTA.—	
Telegraphic Transfer	nom.
Bank Bill, on demand	nom.
ON SHANGHAI.—	
Bank Bill, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	160
ON MANILA.—On demand—Pesos	18 1/2
ON HONGKONG.—On demand;	20 1/2
ON CANTON.—On demand	nom.
ON RAISON.—On demand	nom.
ON BANGKOK.—On demand	43 1/2
SOVEREIGNS, Bank's Buying Rate	\$ 5.60 n.
GOLD LEAF, 100 fine, per tael	\$77.60

TO-NIGHT.
9.15 p.m.—Empire Revue Co. at the Theatre Royal.
9.15 p.m.—Bostock's Royal Italian Circus at Kowloon.
9.15 p.m.—Crown Theatre.

Hongkong Observatory, June 29th			
	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 1 p.m.
Barometer	29.71	29.77	29.77
Temperature	84	79	88
Humidity	87	80	62
Wind Direction	SE	East	South
" Force	3	2	3
Weather	0	0	0
Rain	0.89		

INCORPORATED BY SPECIAL IMPERIAL
CHARTER, 1899.

Capital Subscribed	Yen 30,000,000
Capital (Paid-up)...	27,500,000
Reserve Funds	6,530,000

HEAD OFFICE :
TAIPEH, FORMOSA.

BRANCHES : *

JAPAN—Tokyo, Yokohama, Kobe, Osaka,
Moji.

FORMOSA—Gilan, Kapt. Karenko, Keelung,
Pinan, Shichiku, Maipo, Tachu,
Tainan, Takow, Tamsui, Teyuan
et c.

CHINA—Shanghai, Hankow, Kinkiang,
Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore,
Soerabaya, Semarang, Batavia, Bona-
bay, London, New York.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA,
HONGKONG BRANCH, Manager.
3, Des Vaux Road.
Hongkong April 14, 1919.

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THE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.

Depositors may transfer at their option Balances of \$100 or more to the **HONGKONG AND SHANGHAI BANK** to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the **HONGKONG AND SHANGHAI BANKING CORPORATION,**
N. J. STABB,
Chief Manager.

Hongkong November 2nd 1911

IN view of a Resolution adopted by the Board of Directors at a Meeting held on June 21st, 1913, the Bank is in the charge of the Manager, Mr. J. USANG LY. The resolution reads:

"It was resolved that in order to carry out the new policy of the Board to assume more active control, the President be requested to refrain from exercising his usual powers of active administration of the Bank pending the revision of the Articles of Association by an Extraordinary and a Special Meeting of the Shareholders the dates for which meetings are to be decided later."

By Order of the Board,
J. K. CHOY,
Secretary. [901

They are made by scientific process from selected and perfectly matured Virginian Tobacco of the Highest Grade only.

Embassy
No. 47

ON SALE
AT ALL
STORES

THE VIRGINIA HIGH GRADE

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

(FRENCH BANK).

SUBSCRIBED CAPITAL ... F. 75,000,000
PAID UP ... F. 37,500,000
(1/3 of the Capital, i.e., F. 25,000,000
subscribed by the Government
of the Chinese Republic.)

General Manager _____ A. J. Farnotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:
Peking

Shanghai	Saigon
Tientsin	Haiphong
Hongkong	Yunnanfu
Hanoi	Vladivostok
Canton	Foochow

le Développement du Commerce et
l'Industrie en France.
In LONDON: London County Westminster
Farr's Bank, Ltd.
London Joint City & Midland Bank
Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial
Centres of the World.

Interest on Current Accounts and
 Deposits in Local, Currency and in Gold
 Terms on application.
 Every description of Banking and
 Exchange business transacted.
 Special facilities for French exchange.
M. BOUET DE JOURNEL
 Manager.

[Hongkong, April 1st, 1919.

THE ASSOCIATED BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital	Rs. ...	21,500,000
Subscribed "	" ...	1,500,000
Paid-up	" ...	750,000
Reserve Fund & Rest	" ...	783,700

Ltd.
Branches:
Bombay Galle Karachi Penang
Calcutta Hongkong Kota Bharu Rangoon
Colombo Howrah Kuala Lumpur Shanghai
Delhi Kandy Madras Singapore
Port Louis (Mauritius)
HONGKONG BRANCH.

at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.
C. L. BANDES,
Acting Manager
No. 7, Queen's Road Central,
Hongkong, April 11th, 1918. [5]

行銀國中

(SPECIALLY AUTHORIZED IN CHINA
PRESIDENTIAL MANDATE OF
32ND NOVEMBER, 1917.)

Authorized Capital	\$60,000,000
Paid-up Capital	\$12,278,800
Reserve Funds	3,197,400

(PEKING): Haiting, Tungchow. (NORTH)
 Miyun, Chobaien, Pahnien, Nihilansien
 Huanhua (CHIEFLY): Tientsin, Footian
 Lutai, Tsinhsien, Sangfang, Shunthien
 Tangshan, Taming; Chobalsien, Weichien
 sien. (MANCHURIA): Changchun
 Moukden, Kirin, Taihar, Newchuan
 Liaoyuanchow, Heho, Hsinming
 Tsaoanfu, Harbin, Dalny, Antung
 Tieling, Chinghsien, Sifeng, Hulan

(HUYAN): Changchow, Chongchow, Yangchow
 Chang, Hankow, Soochow, Yangchow
 Chinkiang, Kiang, Hsuehchow, Tun-
 chow (SUTU): Teinkiangpo, (SHANTU)
 Tsinan, Tsingtao, Chefoo, Penghsien
 Lintsinhsien. (SHAN): Taiyuan
 Yunaheng, Sinkianghsien, Tatung
 (HONAN): Kaifung, Chongkiakow, Hsueh-
 sien, (K'WANGTU): Hongkong, Canton
 Swatow, Kinsingbo: Fongking, Poochow
 (HANKOW): Hankow, Chuanchow, Chan-
 chow, Santau (CHEKIANG): Hanchow
 Shaoching, Huchow, Kaifung, We-
 chow, Ningpo, Lanchi, Yuyao, Haimen
 (KIANG): Nanchang, Kinkiang, Kan-
 chow, Chintchen, Chian. (ANHU)
 Wuhu, Ankiang, Panglow, Tientsin
 Tating, Tung, (SECHWEN) (SECHWEN)
 (K'CHOW): Kwoiyangfu, (SHAN)
 Sianfu, Hangchowfu. (SUITWAN)
 Kweihwang, Paotowhen (THAI)
 Kalgan, Fengchen, (URUG): Urga
 Hailiao.

Fixed Deposits, Policies, etc.
description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSUYEE PANG
Manager.
Hongkong, May 15th, 1919. 371

PAID-UP CAPITAL £1,200,0
RESERVE FUND £2,100,0
RESERVE LIABILITY OF PROPRIETORS £1,200,0

FOREIGN EXCHANGE and General
 Banking business transacted.
CURRENT ACCOUNTS opened at

Hongkong, April 8th, 1919. [8]

Printed and Published by HARRY A.
DAILY PRESS, Ltd., at 15, Des
London Office: 121, Fleet Street.

Paid-up Capital \$15,000,000

Reserve Funds:—	
Sterling	
21,500,000, at 2/-	\$15,000,000
Silver	\$21,000,000
	\$38,000,000
Reserve Liability of Proprietors	\$15,000,000

Hon. Mr. K. V. D. PARE, Deputy Chairman.
A. H. Compton, Esq. P. H. Edycault, Esq.
Hon. Mr. S. H. Dowdell. Hon. Mr. J. Johnstone
C. B. Gubbay, Esq. W. L. Pattenden, Esq.

Chief Manager:
Hongkong—N. J. STARR, Esq.

Manager:
Shanghai—A. G. STEPHEN, Esq.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.

N. J. STABE,
Chief Manager
Hongkong, June 2nd, 1919.

Head Office : 15bis Rue La Fayette, Paris.

Capital	Fr. 48,000,000
Reserves	80,000,000

Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostok
Hanoi	Pondichery	

BANKERS :

IN LONDON: The National Provincial
and Union Bank of England Ltd
Comptoir National d'Escompte de
Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.
Interest allowed on Current Accounts and
Fixed Deposits according to arrangement.

Hongkong. October 31st, 1918. '06

OLIVER'S CARTWRIGHT, for THE HONGKONG
MARINE ROAD General. Victoria, Hongkong.
B. C.